

**FIGURES POINT TO WILSON**

Fifth of Moose Vote of 1912 Enough to Re-elect Him This Year  
The following is an extract from dispatch sent from Chicago, under date of June 23, by Gilson Gardner, a Washington correspondent:  
What is to become of the Progressive party's vote?  
This is the most important question in the political situation.  
Will it go to Hughes?  
Will it go to Wilson?  
Will it stay at home?  
Will it divide up? And in what proportions?  
What will be the consequence?  
Part of the answer is as follows:  
Eight of ten Progressives were formerly Republicans, and when their own party has collapsed, their drift will be back to that party.  
There are two of ten—and maybe more—who will be irreconcilable. Their progressivism means so much to them they never again can associate themselves with the forces of reaction. They will become Democrats or Socialists, or they will not vote at all.  
Will this insure Hughes' election? Not necessarily.  
Remember how the votes fell four years ago. Wilson, 6,000,000; Roosevelt, 4,000,000; Taft, 3,000,000. These were round numbers.  
The total of Taft and Roosevelt vote would be 7,000,000. Just 1,000,000 more than enough to defeat Wilson.

How defeat Wilson?  
What more simple.  
Wipe out the Progressive party, and poll all the Progressive and Republican vote for the opposition candidate.  
Note the "all."  
Suppose a fifth of the Progressive vote is irreconcilable. Suppose 1,000,000 of the 4,000,000 Progressives decline to be delivered to the Barnes-Smoot-Penrose combination, even by Brother Perkins and Colonel Roosevelt.  
The action would be Wilson's election anyway.  
I have no desire to plunge thus early into prophecy. It is not necessary. But it will interest those who are interested in the country's welfare to see that the bag has not been sewed up and weighted with a brick. The cat is still at liberty to jump.  
If I were placing a small bet at the present time, and were placing it on the basis of "political form," that small bet would be laid on Wilson.  
Of course, this goes only for "the present time."

**HUGHES HELD UP INCOME TAX**  
Unfounded Objection Delayed Adoption of Organic Amendment  
From the New York World:  
When Mr. Hughes was governor of New York, one of his most notable ventures in the field of national politics was his message to the legislature, January 5, 1910, recommending the rejection of the Income Tax amendment to the constitution of the United States.  
In this communication Mr. Hughes expressed approval of such a tax, but found a fatal defect in the proposed amendment because it conferred upon Congress power to tax incomes "from whatever source derived." To accept such a principle, he said, would be to make state and municipal bonds subject to federal levies and to impair the borrowing power and the essential rights of the state.  
Such an attack upon a reform which at that time had gained little headway, only eight states having ratified the amendment, made a profound sensation. It was soon proved by Senator Root and others that the legal point raised by the governor was without merit, for the power which he regarded with so much disfavor was already embodied in the constitution. The object of the amendment was not, as he inferred, to extend national authority, but to repeal that provision of the constitution which provided that direct taxes must be apportioned among the states according to population. Tax exemption of state bonds by the nation and of national bonds by the states was left as it had been from the first, a matter of comity and not of law. Six years later Mr. Hughes as a justice of the supreme court subscribed to this view.  
The legislature which Governor

**DEMOCRACY IN U. S. NAVY**  
Act Permitting Appointment of Enlisted Men More than Justified  
From the Santa Barbara (Cal.) Daily News:  
Two years ago, on the recommendation of Secretary of the Navy Joseph Daniels, Congress was induced to pass an act providing for the appointment of 15 enlisted men to the Naval Academy each year.  
Officers of the navy were scandalized. For a common sailor to be permitted to aspire to become an officer of the navy was unheard of. And Daniels was roasted.  
Nevertheless, Daniels got the law through, and the first examination. It may be that treating enlisted men decently, providing educational advantages, and opening some opportunities to them for advancement to positions as officers is bad for the navy, but if so, then we are strong for that kind of a bad navy.  
The French army and the Swiss army do not find that it militates against discipline for officers and men to associate on terms of equality when not engaged in strictly military duties. And our caste system of military snobbery is inconsistent with our professions of democracy and equality, and has much less excuse for existence in America than a similar system has had in Europe.  
held about six weeks after the law was enacted, resulted in the qualifying and appointment of five enlisted men. Last year eight men qualified, and this year, it is announced, 23 enlisted men have just passed the examination. As the law only permits the appointment of 15 Secretary Daniels has written to the chairman of the Senate and House committees on Naval Affairs, requesting congress to authorize the appointment of all 23. In the meantime, the appointment of the 15 who stood highest will be made immediately.  
The increase from 5 men to 23 in three years demonstrates the efficiency of the educational plan put into effect by Secretary Daniels when he took up the duties of secretary of the navy. For this also he has been harshly criticized.  
Notwithstanding the criticism, under Daniels' administration the navy for the first time in its history has recruited its strength up to the number authorized by law, and actually has had a waiting list.

**THE CLOTHES WE CLEAN, PRESS AND REPAIR REPRESENT PAINSTAKING EFFORT**  
Not a suit, skirt or overcoat leaves this place without our knowing that it is O. K.  
Our work must be so well done that it will please the critic.



That's Work Well Done  
May we do it for you?

**KEEP-U-NEAT**  
Cleaners and Tailors  
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**What Brand of Matches Do You Use?**

Who makes them?  
Are they poisonous or non-poisonous?  
Are the sticks long and strong or short and weak?  
Do the heads fly off or do they stay on?  
Do they burn evenly or explosively?

If people knew, as much about matches as they should, they would use Safe Home Matches made by the Diamond Match Company.

*See All grocers. Ask for them by name.*



**The Diamond Match Company**

Hughes misadvised did not act upon the matter, but the body which sat in 1911 had a Democratic majority in both branches and the amendment was promptly ratified. While the issue presented by the governor was quickly disposed of in its legal phrases, it became highly troublesome politically, and the amendment was not finally ratified by the requisite number of states until 1913.

**BRIDGE GIRDER OF UNUSUAL LENGTH**



Four Flat Cars Required to Carry Big Girder.

**REQUIRED FOUR CARS MUST BE KEPT IN MOTION**

**BIG GIRDER MADE SERIOUS DEMAND ON RAILROAD.**

Resources of the Rolling Stock of Great Line Taxed to Transport Mass of Steel From the Foundry to City.  
Railroad Cars Were Never Intended for Storage Houses or for Inaction.

Railroad cars were never intended for storage houses, the Philadelphia Ledger observes. They should not be used for that purpose. Because here and there some shipper is willing to go on paying his demurrage charges rather than go to the expense of unloading his cars he should not have the power to do so. Freight cars were built to haul commodities and not for vehicles in which to store commodities at some terminal point for the convenience of shipper, railroad or consignee. A railroad is of use only when it can transport people and freight. Therefore, any system which will permit the deliberate blockading of tracks, junction points, docks and terminals ought to be put under legal ban.  
The interstate commerce commission should be endowed with a few extra powers. One would be to compel shippers to unload their cars after a certain time, irrespective of demurrage, because demurrage does not compensate either the railroad or the wider public when traffic is suspended by embargoes. A second power should pertain to the railroads and enable the interstate commerce commission to make them keep their cars in motion. The present situation is an absurdity. On the one hand, speculators and shippers can, by the payment of demurrages, delay indefinitely the unloading of cars at terminal points. On the other hand, the railroads can then declare an embargo against all other shippers to that point.  
Put in a nutshell, the interstate commerce commission should enforce the rule that railroad equipment cannot be used for storage purposes.

**BIRDS CAUSE OF ACCIDENTS**

Many Mishaps on Railroads Have Been Traced to the Actions of the Feathered Tribe.

Some peculiar difficulties on railroads are caused by birds, says London Tit-Bits. A fireman on the engine of a passenger train from Cardiff to Fishguard, after passing Peterstone station, while looking out through the engine spectacle glass for signals, was injured by an owl which flew against the glass and broke it, causing a piece of glass to enter the fireman's eye. The train was quickly stopped, medical attendance secured and later the man was removed to the hospital. The injury, however, was so serious that the unfortunate victim of this singular occurrence has lost the sight of one eye and the sight of the other is jeopardized. A short delay from a most exceptional cause occurred on one occasion to the 10:20 a. m. passenger train from Paddington to Worcester. When the train was near Pangbourne a rook flew against the front of the engine, striking the pipe of the vacuum brake and causing the pipe to become detached from the plug. This admitted air to the brake pipes, causing the brakes to be applied, thus stopping the train. At Cardiff station the 4:45 a. m. express, Paddington to Carmarthen, was one day delayed owing to a swarm of bees on the platform hampering the railwaymen's operations.

**Peat Fine for Locomotives.**

In Sweden experiments in the use of peat powder on locomotives of the state railways have demonstrated that as heavy trains can be pulled and as good speed be made where this fuel is employed as where anthracite is used, according to official statement. The statement declares that the powder can technically, as well as economically, take the place of anthracite as fuel for locomotives. The railway directors have decided to undertake the development of this class of fuel by two different methods for purposes of comparison. Two experts have been requested to give complete estimates of the cost of preparing a certain bog for the manufacture of peat powder, together with estimates of running expenses, by the respective methods. The bog selected is said to be that at Hesthagen, about one and a half miles from the station at Vislanda, with an area of about 500 acres.

**Tribute to Italian Workers.**

Italians have made such remarkable progress in railroad work because they are willing to begin at the bottom. They are not afraid of hard work and do not start in with the misconception that they "know it all." They are naturally industrious and temperate in their habits and are sustained by a cheerful philosophy of life which might well be emulated in the country of their adoption. They are intensely domestic and love of home and children is their ruling passion.  
Such men make good railroad men because they place a high value on human life and are faithful and loyal. Men who are loyal to their families are loyal to their country. And those Italian railroad men have shown their loyalty to the Stars and Stripes by becoming citizens of the United States.—Exchange.

**Change Rail Gauge in Poland.**

The Russian railroads in Poland, for strategic reasons, were built on a broad gauge. The Germans have standardized this gauge, but this change has rendered useless all of the Russian rolling stock which was left behind. All freight cars, therefore, had to be supplied from Germany, and a very great shortage is the result.  
It is interesting to note that in standardizing the railroads the Germans have cut the ends of the railroad ties even with the edge of the tracks, thus making it impossible in the event of a Russian reoccupation of this country, to again broaden the gauge without laying down an entirely new set of ties.—W. H. Hamilton, in Harper's Weekly.

**Soldier With Many Wounds.**

Thus far maimed French soldiers have been able to resume their occupations with far greater success than had been anticipated. One instance of the adaptability of these mutilated men is the case of Private Schuler, who suffered 52 wounds and who had his right arm amputated. He has resumed clerical work and in three months' time has learned to write a fine copper-plate page with his left hand.  
Minister of Labor Metin has instructed the official employment agencies not only to accept and act immediately upon all maimed soldiers' applications for employment, but to provoke applications from such men by all proper means of publicity.

**She Runs a Logging Camp.**

Logging is the vocation of Mrs. Beale Platte of Coos Bay, Ore. Gloved and aproned, she is on the job from early morning till late at night, for she has found that when she wants a thing done well she can do it herself. She hires her own men and she "fires" them herself. There is no camp that gets out more logs per man at Coos Bay than that of Mrs. Platte. When Mrs. Platte went to Coos Bay in 1915 she was cooking for a camp. Later this camp closed down. It opened again under new management with a new crew and took Mrs. Platte as cook. After four months the camp failed. With the example of these two failures Mrs. Platte took the camp and ran it herself. She had profited by the mistakes she had seen the men make and so her logging was a success.

**Will From Battle Field Valid.**

The widow of a soldier asked advice of Mr. Fordham at West London about her husband's will, bequeathing insurance to his mother.  
After glancing at the documents Mr. Fordham said that in ordinary circumstances it would not hold good because it was not dated or witnessed. But a will scribbled on the field of battle on the back of an envelope or scrap of paper was valid.—London Chronicle.

**Costly Airships.**

Airships are an enormous item of expense in the accounts of an army. Zeppelins, for example, cost \$500,000 to build. Their construction takes a year, yet they can be totally wrecked by a high wind in half an hour. To fill a Zeppelin with gas costs \$3,000 every time a full head of hydrogen is pumped into the 500-foot envelope of the airship. The great motors of the vessel drink up petrol at the rate of 30 gallons an hour. Moreover, these delicate machines require a \$110,000 shed to house them if they are to be safely anchored away from the pressure of boisterous weather.



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Accidents will happen, so it is a comfortable feeling to have money in The Bank

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MONEY IS YOUR BEST FRIEND AND WILL COME TO YOUR RESCUE WHEN NOBODY ELSE WILL OR CAN.  
WHEN YOU ARE OLD, "MONEY" WILL KEEP YOU.  
WHO IS GETTING THE MONEY YOU ARE EARNING NOW? THINK OF IT. PUT SOME IN THE BANK.

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WE PAY FOUR PER CENT INTEREST ON TIME DEPOSITS.

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